

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 6:53 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 253 Const Calendar Day: 336 Date: 06-May-2013 Monday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 10:30 am 04:00 pm Break: Over Time: 5:30

Federal ID:

Location:

Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition overcast, cool, periods of light rain

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

Inspection of cable system painting along the south barrier of the EB bridge. Inspection of DIP painted on 5/2/2013 through 5/4/2013.

**04-0120F4 Bid Item: 081 0-000-000.081 CLEAN AND PAINT CABLE SYSTEM**

CERTIFIED COATINGS COMPANY

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> CERTIFIED COATINGS COMPANY								
Painter	APP	Victor Ruiz	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Painter	JNM	JORGE FLORES RAMERO	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Painter	JNM	MANNY BERRIOS-BAQEDANO	4.00	0.00	0.00	4.00		<input type="checkbox"/>

**Diary:**

Dispute

**Cable System Painting 081 0-000-000.081**

I arrived at the bridge at 1030 and checked in with Saman Soheilifard. Several paint crews were at various locations along the EB bridge performing several operations. The top of the suspender brackets were covered with containment from PP 58S to PP 78S with the intention of spray painting the top of the suspender brackets and the split collars with Interfine 979. Victor Ruiz and Ricky (last name unknown) were cleaning the top of the suspender sockets at PP 78S. A crew was cleaning the tape residue and glue for the suspenders at the suspender bracket from PP 40S to the west, and a painter was touching up the Interfine 979 on the split collars from PP 10S to the east.

The sky was overcast and a light rain began at approximately 1100. The paint crews took lunch from 1130 to 1230, awaiting to see if the rain cleared up. There was no rain at 1230, so the crews went back to their operations.

Stuart Ross to environmental readings at 1255 (RH 51%, ambient temp 69.5 degrees, surface temp 63.8, DP 50.7, Delta 13.1). Jorge Flores had begun painting the split collars at 1230, and by 1300, he had completed 58S, 60S, and was working on 62S. Victor Pereyra, CT, gave me the mixing lot numbers as A: NL4047UH, and B: NL4454UH.

Chris Van Eck, CCC QA, METS inspector Bradstreet, and I went to the north saddle of the east anchorage at 1300 to perform an adhesion test of the zinc primer. The pull test socket failed at 3 MPa, short of the required 4 MPa. Examining the base of the socket, it was apparent that the glue failed; only about 15-20% of the face of the socket had primer on it. Chris Van Eck indicated that they will redo the test but needed



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better epoxy which is not on site.

By end of shift, Jorge Flores had completed painting the split collars from PP 58S to PP 78S. 2 painters had cleaned the suspender ropes of tape residue from PP 40S to PP 32S. Manuel Ramirez had touched up the splice collars with ilterfine 979 from PP 10S to PP 30S.

CCO-187 Bid Item: 001 0-MSI-EFA.187 MEP/Structural Interferences

CERTIFIED COATINGS COMPANY

### Diary:

Dispute

#### DIP Painting

001 0-MSI-EFA.187



At 1500, Tony Katrones, CCC, informed me that the final paint finish on the DIP painted the previous day had been contaminated by sand blast dust. Apparently, the wind had come up after the painting was finished, and stirred up the sand blast dust on the floor of the paint enclosure and was deposited on the paint surface.

I inspected the pipe and determined it was partiall adhere to the paint surface. Tony K. informed me that he would do a solvent wash and see if the surface can be cleaned.